

## BRITAIN PLANNING HUGE TRADE WAR

Asquith Says Germans Already Are Seeking to Gain Markets.

## COLONIES TO AID ECONOMIC POLICY

Premier Declares All Neutral Commerce Will Be Protected.

(By Cable to The Tribune.)  
London, Aug. 2.—The wide scope which Great Britain is giving her plans for an economic contest with Germany after the war and the danger which she feels will follow the signing of the peace treaties were revealed at length by Premier Asquith in the House of Commons to-day. They were immediately given the warm endorsement of Sir Edward Carson and Winston Spencer Churchill, the leaders of the opposition.

The British plans, the Premier stated, involved preparation on all sides to meet a vigorous attack from Germany, who, he said, would have great advantages, though one of the conditions of peace would be that the devastated factory districts of Belgium, France and Poland must be restored. The plans were being carried out in consultation not only with the labor leaders, but with the Dominions and colonies.

Premier Asquith on opening the discussion on the resolutions of the Paris Economic Conference said the British Government had entered the conference with two objects in view. The first was to convince the Central Powers that the Entente Allies, whatever their views on the economic policy, were resolved to wage war in complete unity and determination in economic as in military spheres. The second was to make preparations for the period following the declaration of peace, in view of the known attitude and will of the Germans.

"Germans Already Preparing."  
Mr. Asquith said that the Germans already were organizing their industries for an attack on the markets of the Entente Allies and for a vigorous, if possible, attack on the neutral markets.

They would start with obvious advantages, the Premier continued, through their action in destroying the works and factories in the invaded countries, and because of the fact that they had a large maritime fleet safely interned in German and neutral ports. It would be necessary to make preparations for the coming of peace, and the resolutions of the conference represented the general lines upon which these preparations would proceed.

Premier Asquith repeated that it was an essential condition to peace that Belgium and Serbia be restored, not only politically, nationally and diplomatically, but materially and economically to the positions in which they stood before the war. The de-

vastated districts of France and Poland would be similarly treated. The Board of Trade, Mr. Asquith said, was engaged in a scheme to render the country independent of supplies from hostile belligerents in respect to dyes, spelter, etc.

The question of industrial and commercial policy generally had been referred to a committee, and the government was in communication with India and with the Dominions and the whole matter of the empire's trade policy would be considered.

The government, added the Premier, was in consultation with labor representatives with a view to the formulation of an after-the-war policy in social and industrial matters intended to secure a fairer distribution among all classes of the results of modern industry. Labor was not represented specifically at the Paris Conference, but the government would consult with labor at the time the formulation of an after-the-war policy.

"The attention of the government," continued the Premier, "has been called to the fact that some apprehensions have arisen in neutral countries, more especially in the United States, with regard to these resolutions—that the resolutions might be directed against neutrals. That is not the case. The resolutions contemplated only necessary measures of self-defense against economic aggression threatening the Allies' most vital interests, and in carrying them out the government will be made to insure neutrals against suffering."

There was no more hardened free trader than he, said the Premier, but no one could be blind to the fact that this war, with the upheaval of social, political and industrial conditions, suggested new problems and modifications in the solution of all problems.

Carson Supports Asquith.  
Sir Edward Carson expressed general approval of Premier Asquith's statement. If these resolutions were put into operation, the Ulster Unionist leader said, it would be as vital a victory for Great Britain as any that could be won on the field.

Sir John A. Simon, ex-Secretary of State for Home Affairs, expressed doubt whether all the free trade members in the Cabinet approved the resolutions, and he warned the House against being hurried into an approval of the resolutions which might have "consequences very different from those expected in a spirit of righteous indignation with a despicable foe. He also warned the House of nothing likely to shift the trade centre of the world from Great Britain to, say, America.

Colonel Winston Spencer Churchill, formerly Home Secretary and ex-First Lord of the Admiralty, said the only question was: "Is this a good war measure?" In his opinion it was, and the government proposals deserved wholehearted and spontaneous approval.

## DANES OPPOSE SALE OF INDIES TO U. S.

Confirmation of Treaty Expected in spite of Protests.

London, Aug. 2.—Messages received here to-day from Copenhagen say the Danish authorities have confirmed the reports of the sale of the Danish West Indies to the United States. The newspaper "Politiken" declares that the Rigsdag will hold a secret session on Friday, when the government will answer questions on the subject. In spite of the opposition, well informed opinion is that the treaty will be confirmed.

The "København" has started a campaign against the sale of the islands. The Danish officials are all reticent, and a censorship of messages is being maintained.

An official announcement was made at Washington on July 25 that negotiations for the purchase of the Danish West Indies by the United States from Denmark for \$25,000,000 had virtually been completed.

## BRITISH ADMIT ODDS FAVOR DEUTSCHLAND

(By Cable to The Tribune.)

London, Aug. 2.—If the Deutschland runs afoul of a British warship and tries to dive she will be treated as any escaping ship. As the British do not recognize her as a merchantman she is hardly likely to get gentle treatment. The Admiralty admits the odds are in favor of her eluding their navy, but the British always welcome a good sporting proposition.

Officially, all the Admiralty says is that if the Deutschland is met the navy will try to arrest her. It is left to the naval officers on the scene to decide how to handle the situation.

## TUG CAPTAIN SAYS U-BOAT IS GONE

Continued from page 1

other side of the wide and dangerous Atlantic.

The Deutschland's present hiding place is declared ideal by men who are familiar with bay conditions. Off New Point, as it is commonly called, she is in an almost direct line to the Cape, and yet several miles from the bay channels. The country back of the cove is hilly, affording an excellent screen to any size craft. Behind the hills the Deutschland is hidden from even the most powerful of glasses or searchlights.

Yet within fifteen or twenty minutes she can be in the channel, with almost a straight shot for the Cape. The distance is approximately thirty-five miles and should be easily covered in three hours.

Expect Dash at Night.

The belief here is that the Deutschland will remain in hiding until near midnight and then begin a quick run to the lanes. Arriving there during the darkest part of the night, it is believed she will then endeavor to pass out on her long journey homeward, despite all the precautions taken by the allied war ships. The weather conditions, unless there is a sudden change, will be admirable for her getaway. It is cool, breezy has been blowing all day and the bay is rough and covered with whitecaps. It would be almost impossible to follow her wake.

Reports at nine o'clock showed that the Deutschland had not appeared off the Cape Light or pilot boats, although it was then reported that the craft had left her hiding off New Point and steamed toward Thimble Shoals light. This, however, was not verified.

Exact Moment Uncertain.

As mysteriously as she appeared, according to night or to-morrow night at the outside, the Deutschland will fade away and be seen no more for weeks, was the way naval experts to-night forecasted what will occur when the big U-boat makes her dash to sea. The fact that she is gone may not be known for hours and probably not until daylight shows the Timmins returning to port unaccompanied. There is little hope of detecting the actual moment of her departure if it occurs at night, is the opinion. The fact that the Federal patrol boats are with the Timmins forcing all other craft to remain a

prescribed distance away adds to the difficulty of newspapermen who are waiting for the moment of departure.

There is a report that two newspapermen are to-night stranded on the bay shore in the vicinity of the York River, where they were put ashore for persistently trying to break through the lines established and get closer to the Deutschland. This report is yet to be verified.

On the other hand, there are navy officers here who declare that the Deutschland will be found dodging around the bay to-morrow, and probable for days to come. They base their opinion on the claim that fog or misty rain will be essential for the escape of the submersible, and that Captain Koenig will not be foolish enough to attempt to run the Allied gantlet without the aid of one or the other. They declare that these two are essential to render the searchlights on the British cruisers useless. More dark, they urge, aids the searchlight workers to pick up objects at sea.

One thing stands out bold, and that is that the services of Captain Cullen have been invaluable to the British in her dodging game. He knows the Chesapeake, with its many inlets, caves and rivers, and would be able to keep everybody guessing as to his movements for weeks to come, should Captain Koenig elect to continue a watchful waiting policy.

Prince von Hatzfeldt, counselor of the German Embassy at Washington, came to Norfolk to-day for a conference with local counsel in the Appam case.

When asked if he knew the Deutschland had left Baltimore, he replied: "I do not know, but I have nothing to do with her."

"Do you think she will stop at Newport News?" he was asked. "I see no reason why she should, but I think that I would stop somewhere inside the three-mile limit."

Prince von Hatzfeldt said Germany would continue to fight for the possession of the Appam, which the Federal District Court has awarded to the English owners.

## Say Bremen Will Reach Baltimore To-morrow

(By Telegram to The Tribune.)

Baltimore, Aug. 2.—One of the merchant submarines to come to this port on the undersea line between Germany and America of the Deutsche Ozean Reederei, will be named the Bremen. According to Paul G. L. Hilken, of the Eastern Forwarding Company, American agents of the U-boat line, another of the submarines will be named the America. Mr. Hilken said to-day.

The Bremen, the sister ship of the Deutschland, is scheduled to come to Baltimore. This was admitted by Hilken to-day. Mr. Hilken said, however, that no word had been heard from the Bremen since it left Bremerhaven. He added that the second submarine to cross the Atlantic will arrive in Baltimore any time after to-morrow, probably Friday.

There is now stored at the Andre Street pier, where the Deutschland unloaded and loaded enough crude rubber and nickel to load four more submarines of size and type of the Deutschland.

Preparations were going on to-day at the Andre Street pier to receive another submarine. This was also admitted by Mr. Hilken.

Whether the Deutschland gets back safely to Bremen or not her cargo of dyestuffs landed at Baltimore some weeks ago will make some one rich. At present the cargo is here on storage, although the amount is reported to be only 300 tons instead of 700 tons, as at first declared. American dye interests figure that the profits on the consignment will be at least \$1,000,000; this conclusion being on the basis that the dye cost 50 cents a pound and it will sell for \$2 a pound in this country.

In fact, it is generally believed by the dye interests that it is in the power of Schumacher & Co., to whom the dyes were consigned, to charge almost any price within reason for the product, as

CAPTAIN CHARLES A. FRYATT.



Commander of the Brussels, who was put to death after German court-martial.

## SAYS FRYATT SAVED WREXHAM FROM U-BOAT

Brother of Executed Captain Tells of Second Exploit.

Victoria, B. C., Aug. 2.—Captain Charles Algernon Fryatt, master of the British steamer Wrexham, was exonerated after a German court-martial, also saved another ship from a Teuton undersea craft, according to his brother, A. P. Fryatt, of this city.

When in command of the Wrexham Captain Fryatt sighted a submarine about forty miles from the Dutch coast. As the U-boat hastened toward him he changed his vessel's course, and the engine to make the greatest possible speed, and sent deckhands below to aid the firemen.

The hostile craft remained on the surface, doing fourteen knots. Captain Fryatt's vessel was within a few miles of the Wrexham at that greater speed, and he distanced the U-boat which he believed was trying to run his vessel on the Schouwen Bank, off the mouth of the Maas and Scheldt.

Captain Fryatt's brother is a postman in Victoria. His sister, Mrs. Arthur Davies, also lives here. The captain left a wife and eight children, seven of them girls—in Harwich, England.

Manufacturers have been deprived of these colors for a long period and many fancy articles of clothing cannot be produced without them.

Much secrecy is maintained regarding the dyes. It is reported that the United States Bureau of Engraving and Printing is anxious to secure some color necessary in the manufacture of bank notes and government stamps. So far, it is reported, the bureau has been unable to get any information regarding the cargo, and it is not known whether the dye of the dyes are suitable for the purpose.

## Think Nets Are Laid Off Newport News

Newport News, Va., Aug. 2.—Passengers arriving to-day on an Old Dominion liner from New York reported that when the ship approached the Virginia Capes only one foreign warship was sighted.

They to be of seeing an object lying in the water with two masts visible, toward which the foreign cruiser was heading. It looked like two huge buoys, with masts above, and some of the passengers thought it might be supporting a net. It lay just outside the three-mile limit, where the channel is narrow.

## Allied Cruisers Warned to Keep Three-Mile Limit

(From The Tribune Bureau.)

Washington, Aug. 2.—Efforts of the Deutschland to thread her way down the Chesapeake and run the gantlet of Allied cruisers off the Virginia Capes were being followed with the closest attention by the United States Navy Department to-day. With the patrol boats, headed by the cruiser North Carolina, the Navy Department is doing everything possible to see that the U-boat keeps a fair distance inside the three-mile limit. Several times British cruisers have been warned of too close proximity to the line.

The State Department is also interested in the treatment accorded the submersible by the Allied ships if it does not succeed in escaping them. Under the rules of international law, as they have been insisted on by Secretary Lansing, a merchant ship is entitled to warning and visit and search before attack. England has given notice that she does not accept the merchant status of a submarine, and in effect, that the Deutschland will be sunk on sight by the Allied cruisers.

Eight ships are understood to be waiting outside the Capes for the Deutschland. They are strung over a radius of five miles, and as the water is not of sufficient depth for a submerged run, the submarine will be forced to go between them in its dash for the sea. The same shallowness, it is declared, will prevent its submerging before the three-mile limit is reached, although navy officers declare there is nothing in the neutrality regulations to prevent the vessel's so doing.

## LOOKS FOR BREMEN TO DOCK AT NEWARK

Terminal Superintendent Tells of Negotiations with Agents.

The Bremen, sister ship to the submarine freighter Deutschland, may be headed for Newark, N. J., according to Superintendent Halleck, of the Port Terminal docks on Newark Bay. The Deutschland did not dock there, Mr. Halleck believes, because of a misunderstanding of the depth of water at the Newark piers.

When the Deutschland trip was planned the United States agents opened negotiations with the Newark company for her docking. The agents were told there was twenty feet of water at the pier, but they misconstrued the figures to mean at high tide. The error was not corrected until too late to make arrangements. However, Mr. Halleck said yesterday, the same persons who brought over the Deutschland have opened negotiations which leads him to believe it is proposed to have the Bremen dock at Newark.

## FIRE THRILLS AS A DESSERT

Luncheon Hour Crowds See Sixteen Escape Flames.

The lurching hour throng paused in Fulton Street, near William Street, yesterday to watch sixteen men race down the fire escapes of a blazing five-story brick building. Meantime, half a dozen streams of water played on the flaming structure.

The building, which is at 121 Fulton Street, is occupied by the Polhemus Printing Company on the lower floors, and the Vogel Shoe Manufacturing Company above. About \$3,000 worth of printing supplies were ruined by fire and water.

## BAKER WATCHES ROOKIES' BATTLE

Secretary of War and Army Men See 6,000 in Mimic Fight.

## CITIZEN SOLDIERS PRAISED IN TALKS

They Are Asked to Demand of Congress a Better and Bigger Army.

Rogers Station, N. Y., Aug. 2.—These hills and valleys about Rogers had the most distinguished day of their career to-day. They not only saw more than six thousand rookies engage in the hottest sham battle of rookie history, but one little knoll had the unwonted distinction of having Secretary of War Baker stand upon it to watch the battle, while grouped about him were Henry L. Stimson, former Secretary of War, General Hugh Scott, Chief of Staff; General Leonard Wood, commander of the Department of the East; Robert Bacon, former Ambassador to France; President A. L. Lowell, of Harvard; President J. G. Hibben, of Princeton; President Henry S. Drinker, of Lehigh, and Dr. John Finley, Commissioner of Education of the State of New York.

They stood and watched the rookies rush each other back and forth to the tune of four and one-half tons of blank ammunition, a ton more than was ever shot off before in one day by rookies. The result of all these record-breaking events has made their hills and valleys just as important to the folk of Rogers as the scene of the battle of Gettysburg.

Baker Watches Rookies.

After mass to-night Secretary Baker addressed the rookies, telling them he had watched with awed pride the military exhibition of the day. In speaking of the ultimate results of the Plattsburg experience, he told the men that, after it was all over and they went back into civil life, they would have a better understanding of the army and its needs and be in a position intelligently to demand of Congress the kind of army they thought the country needed. The people of the country would get from Congress and the Administration just the kind of army they wanted, he said.

"We of the army are looking to you to influence the country to appreciate the army, the officers and the enlisted men," said General Scott who spoke after Secretary Baker. "We look to you to bring about legislation that will be the salvation of this country."

## One Rookie Is Injured.

During the battle maneuvers Ernest V. Amy, of 48 West Seventeenth Street, New York, was struck in the leg and cut by a piece of cartridge shell. He was taken back to the post hospital at Plattsburg and inoculated with tetanus antitoxin.

The future of the Plattsburg idea is constantly on the mind these days of those actively interested in backing summer military training for civilians. Three classes of interested parties are here. There are the officers engaged in the work of technical instruction for the army, there are the representatives in camp of the Military

Training Camps' Association and there are the rookies themselves who are going through the mill.

Changes for Future.

Among the leaders of the movement the idea seems to prevail that there will be a considerable change in the camps of the future. One great cause which they believe will bring about the change is the fact that hereafter those who attend will have their expenses paid by the government, thus making it possible for many others to come to camp, carrying out the ideal of the Training Camps Association to democratize the camps.

The idea of the present camps, it is said, was to train civilians with the thought of developing material for officers, and it was planned to make their training continuous through three years by offering them a course of additional study under army supervision during the winter months, with the privilege each summer of taking more advanced work in the field camps, until three years' work was completed. Then they would be in a position to qualify as reserve officers.

But this plan is not thought by some to be feasible for future camps. It is thought the result would be that the general summer training camps should be not training schools for officers, but training courses for the citizenry in general on how to be soldiers. Special courses probably would be provided for those who showed that they had the intellectual aptitude and personal abilities to make officer material.

It is on these problems and how to get them before the public in such form as to promote the popularity of the plan that considerable thought is being directed. It would not be stating it too strongly to say that some believe it will be impracticable to popularize the camps sufficiently to make them in any way comprehensive enough to be a solution of the question of national preparedness. They declare that the only thing to ensure their full purpose is to make attendance upon them universally compulsory or something similar, both for the school for officers and for privates.

## BRITAIN COMMENDED FOR HONORING BOY

Reburial of Naval Hero Is Everywhere Approved.

London, Aug. 2.—General satisfaction is being expressed over the decision of the Admiralty to remove from its nameless grave the body of John Travers Cornwell, the boy hero of the Battle of Jutland, to a more suitable burial place. The decision is the result of the desire that the honor due the lad whom Admiral Beatty specially mentioned in his dispatch may be fittingly paid. Here is the reference in Admiral Beatty's report concerning the hero, who was sixteen years old:

"Boy, John Travers Cornwell, of the Chester, was mortally wounded early in the action. He nevertheless remained standing at his most exposed post quietly awaiting orders until the end of the action, with the gun's crew dead and wounded all around him. I regret that he has since died, but I recommend his case for special recognition in justice to his memory and as an acknowledgment of the high example set by him."

The body was at first hastily buried in a common grave in Manor Park, with only the number "323" upon a plain piece of wood to mark his resting place. In response to a letter received from the boy's mother, the Admiralty has written, announcing its decision to have proper honor done to his memory. The new grave will be in Manor Park Cemetery or in a place to be selected by the mother.

## Deathed Assignment Set Aside.

The deathed assignment of the late Mrs. Hannah Skahan, of 227th Street and White Plains Avenue, was set aside yesterday in a decision handed down by Justice Mulvan in the Bronx Supreme Court. Thomas Skahan, a thirteen-year-old son, was made the sole heir in the place of Mrs. Mary Lamb, of 8900 Bronx Boulevard, a sister of the decedent.

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